INDIAN STATE RAILWAYS.

PART I.—RULES FOR THE GUIDANCE OF RAILWAY SERVANTS.

CHAPTER I.

PRELIMINARY.

Definitions.

1. In these rules, unless there is anything repugnant in the subject or context,—

(1) "adequate distance" means the distance sufficient to ensure safety, having regard to the local conditions obtaining;

(2) "approved special instructions" mean special instructions approved of or prescribed by the Government Inspector;

(3) "authorised officer" means the person who is duly empowered by general or special order of the Railway Administration, either by name or by virtue of his office, to issue instructions or do any other thing;

(4) "authority to proceed" means the authority given to the Driver of a train, under the system of working, to leave the station with his train;

(5) "ballast train" means a train intended for the carriage of ballast, stone, material or fuel when picked up or put down either between stations or within station limits;

(6) to "block back" means to despatch a message from a station intimating to the station immediately in rear on a double line, or to the next station on either side on a single line, that the block-section is obstructed or is to be obstructed;

(7) to "block forward" means to despach a message from a station on a double line intimating to the station immediately in advance the fact that the block-section in advance is obstructed or is to be obstructed;

(8) "block-section" means that portion of the running road between two stations on to which no running train may enter until permission to approach has been received from the station at the other end of the section;

(9) the expression "connections," when used with reference to a running road, means the points and crossings or other appliances used to connect such road with other roads or to cross it;

(10) "day" means from sunrise to sunset;

(11) "Engine Driver" means the person for the time being in charge of a working locomotive engine;

(12) "fixed signal" includes a semaphore arm for use by day and a fixed light for use by night;

(13) "fouling point" means the point at which the infringement of fixed Standard Dimensions occurs, where two tracks cross or join one another;

(14) "Ganger" means the person in charge of a gang of platelayers or other workmen employed on the permanent-way;

(15) "goods train" means a train (other than a ballast train) intended solely or mainly for the carriage of animals or goods;

(16) the expression "Government Inspector" when used with reference to any railway, means an Inspector appointed to exercise any functions under the Indian Railways Act, 1890, in respect of that railway;

IX of 1890.

(17) "Guard" includes a brakesman or any other railway servant who may for the time being be performing the duties of a Guard;

(18) "last Stop signal" means the Starting signal or (if there are two Starting signals) the Advanced Starting signal;

(19) "main line" means the line ordinarily used for running trains through and between stations;

(20) "mixed train" means a train intended for the carriage of passengers and goods or of passengers, animals and goods;

(21) "night" means from sunset to sunrise;

(22) "obstruction" or "obstructing" means a train, vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains;

(23) "ordinary train" means a train, whether passenger, goods or mixed, which is entered in the Working Time-tables;

(24) "passenger train" means a train intended solely or mainly for the carriage of passengers and other coaching traffic, and includes a troop train;

(25) "permission to approach" means the permission given from a station to a station in rear for a train to leave the latter and approach the former;

(26) "running road" means the track, which may consist of one or more lines with the cross-over roads connecting them, to be used by a train when entering or leaving a station or when passing through a station or between stations;

(27) "running train" means a train which has started under an authority to proceed and has not completed its journey;

(28) "special instructions" mean instructions issued from time to time by the authorised officer in respect to particular cases or special circumstances;

(29) "special train" means any train which is neither an ordinary train nor a ballast train;

(30) "station" means any place on a line of railway at which traffic is booked and dealt with, or at which an authority to proceed is given under the system of working;

(31) "station limits" mean the portion of a railway which is under the control of a Station Master and is situated between the outermost signals of the station;

(32) "Station Master" means the person on duty who is for the time being responsible for the working of the traffic within station limits, and includes any person who is for the time being in independent charge of the working of any signals and responsible for obtaining and sending the permission to approach and for giving the authority to proceed;

(33) "station section" means that section of station limits at a Class B station which is included—

(*a*) on a double line, between the Home signal and the last Stop signal of the station in either direction, or

(*b*) on a signle line—

(1) between the Shunting Boards or Advanced Starters (if any), or

(2) between the Home signals if there are no Shunting Boards or Advanced Starters, or

(3) between the outermost facing points if there are no Home or Starting signals or Shunting Boards;

(34) "system of working" means the system adopted for the time being for the working of trains on any portion of a railway; and

(35) "train" means an engine, with or without vehicles attached.

Classification of stations.

2. Stations shall, for the purposes of these rules, be deemed to be divided into the following classes, namely:—

Class A stations—where permission to approach may not be given for a train unless the line on which it is intended to receive the train is clear for at least a quarter of a mile beyond the Home signal, or up to the Starting signal (if any);

Class B stations—where permission to approach may be given for a train before the line has been cleared for the reception of the train within the station section or within the station limits, as the case may be;

Class C stations—block-huts, at which no trains are booked to stop; and

Class D stations—stopping-places or flag stations, which are situated between two consecutive stations of Class A, Class B or Class C, and do not form the boundary of any block-section.

CHAPTER II.

SIGNALS.

A.—General Provisions.

General use of signals.

3. The signals prescribed in these rules shall be used for controlling the movement of trains in all cases in which exceptions are not allowed by approved special instructions.

Kinds of signals.

4. The signals to be used for controlling the movement of trains shall be—

fixed signals,
hand signals, and
detonating signals.

Use of night signals by day.

5. The signals prescribed in these rules for use by night shall also be used by day in tunnels and in thick or foggy weather.

B.—Fixed signals.

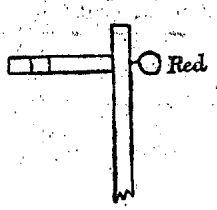
Use of semaphore Stop signals and Warning signals.

6. Unless approved special instructions are issued to the contrary, all railways shall be equipped with semaphore signals which shall be either Stop signals or Warning signals.

Description of Stop signals, and their indications.

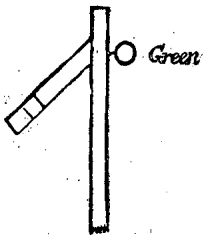
7. (1) When a semaphore signal is used as a Stop signal, the arm shall be square-ended and the signal shall be arranged to give two indications, namely, "Stop" and "Proceed," either by the position of the arm or by the showing of a light.

(2) The horizontal position of the arm, or, at night, the showing of a red light, thus—



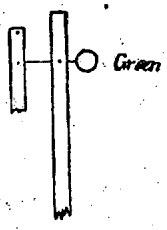
constitutes the "on" or "danger" position, and signifies "Stop dead, and do not pass till the arm is lowered or (at night) till the light is changed to green."

(3) The inclined position of the arm, lowered to an angle of from 45° to 60° below the horizontal, or, at night, the showing of a green light, thus—



constitutes the "off" position, and signifies "Proceed."

(4) If allowed by approved special instructions, the arm, when "off," may be vertical, thus—



Description of Warning signals, and their indications.

8. (1) Warning signals (or Warners) are signals intended to warn Engine Drivers of the condition of the block-section ahead.

(2) Except under approved special instructions, the use of Warning signals is confined to interlocked stations.

(3) When a semaphore signal is used as a Warning signal, the arm shall be fish-tailed and it shall be arranged to give two indications, namely, "Proceed with caution" and "All right."

(4) The horizontal position of the fish-tailed arm, or the showing at night of two lights, one at the root of the arm and red, and the other six to seven feet above it and green, constitutes the "Proceed with caution" position, and signifies "Pass by without stopping, but with caution, and be prepared to stop at the next Stop signal or where required."

(5) The inclined position of the arm lowered to an angle of from 45° to 60° below the horizontal, or the showing at night of two lights, one at the root of the arm and green, and the other six to seven feet above it and also green, constitutes the "All right" or "off" position, and signifies "Proceed: the next block-section ahead is clear."

Placing of Warning signals.

9. (1) A Warner may be placed either—

(*a*) on a post by itself, at an adequate distance outside the Home signal, or
(*b*) on the same post as, but six to seven feet below the arm of, the Outer signal, or
(*c*) on the same post as, but six to seven feet below the last Stop signal of a station.

(2) When the warner is placed below a Stop signal, the variable light of the Stop signal shall take the place of the fixed green light of the Warner, and the mechanical arrangements must be such that the Warner cannot be taken "off" while the Stop signal above it is "on."

Significance of various combinations of arms or lights.

10. The significance of the various combinations of arms or lights described in rules 7, 8 and 9 is as follows:—

Indication	Meaning	Explanation	
(*a*) Square-ended arm "off" *single green light.*	*Proceed* ...	.....	
(*b*) Square-ended arm "on" *single red light.*	*Danger* ...	Stop dead, and do not pass till the arm is lowered or (at night) till the light is changed to green.	
(*c*) Upper (square) arm "on," lower (fish-tailed) arm horizontal; *red over red.*	*Danger* ...	Stop, and do not pass till the upper arm is lowered or (at night) till the upper light is changed to green.	
(*d*) Upper (square) arm "off," lower (fiish-tailed) arm horizontal; *green over red.*	*Proceed with caution.*	Proceed cautiously, and be prepared to stop at the next Stop signal or where required.	
(*e*) Upper (square) arm "off," lower (fish-tailed) arm "off," *green over green.*	*All right* ...	Proceed.	
(*f*) Single (fish-tailed) arm horizontal; *green over red.*	*Proceed with caution.*	Proceed cautiously, and be prepared to stop at the next Stop signal or where required.	
(*g*) Single (fish-tailed) arm "off"; *green over green.*	*All right* ...	Proceed.	

Explanation.—The exhibition of a red over green light, or the corresponding position of the arms by day, or the absence of one or both lights, shows that the signal is out of order and should be treated as a danger signal. The Engine Driver must stop at such signal and ascertain, if possible, the cause. He may then proceed cautiously, being guided by the signals in advance, and must immediately on arrival at the station report the circumstances to the Station Master.

Kinds of Stop signals for approaching trains.

11. (1) The Stop signals which control the movement of trains approaching a station are of four kinds, namely, Outer, Home, Main and Track (or Routing) signals.

(2) The Outer signal is a signal fixed at an adequate distance outside the point up to which the line may be obstructed after permission to approach has been sent to the station in rear, or at an adequate distance outside the place where a train usually comes to a stand in accordance with the system of working.

(3) The Home signal is the first Stop signal of a station at which an Outer signal is not provided, and the second Stop signal of a station at which an Outer signal is provided.

(4) The Main signal is a signal fixed within station limits, generally near the centre of a station. It may, under approved special instructions, be called the Home signal. It is ordinarily provided with two semaphore arms only, one on either side of the post, in which case the left-hand arm only is applicable to approaching trains. No other arrangement of arms may be used without the sanction of the Government Inspector.

(5) The Track or Routing signal is a special bracketted signal used to indicate to an Engine Driver which of two or more diverging tracks is made for him when the Home signal is, in consequence of its position, inconvenient for that purpose.

Kinds of Stop signals for departing trains.

12. (1) The Stop signals which control the movement of trains leaving a station are of two kinds, namely, Starting signals and Advanced Starting signals.

(2) Where there is only one Starting signal, it is called the Starting signal or Starter.

(3) Where there are two Starting signals, the outermost is the last Stop signal of a station and is called the Advanced Starting signal or Advanced Starter, while the other is called the Starting signal or Starter.

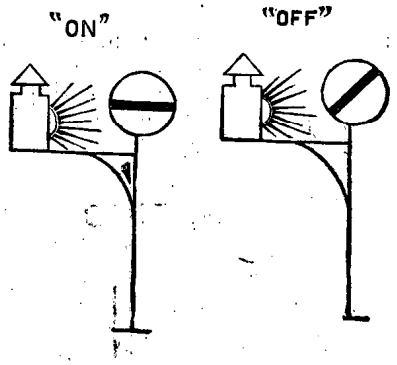
(4) The Starting signal, where only one such signal is provided, or the Advanced Starting signal, where two Starting signals are provided, must be fixed at the limit beyond which no train may pass unless the Engine Driver is given the authority to proceed which is required by the system of working, and must be fixed outside all connections on the line to which it refers.

(5) Where an Advanced Starting signal is provided, the Starting signal must be placed so as to protect the first facing or fouling point on the line to which it refers.

Description of the Outer Repeater.

13. (1) The Outer Repeater is an indicator fixed at an adequate distance outside the Outer signal for the purpose of advising the Engine Driver whether the Outer signal is "off" or "on."

(2) An Outer Repeater may take the form of a white disc showing a black horizontal bar (signifying "Caution") when the Outer signal is "on" and a black diagonal bar (signifying "Proceed") when the Outer signal is "off," thus—



(3) If used at night, an Outer Repeater must be so illuminated as to make its indications clearly visible.

Description of Shunting signals and Calling-on signals.

14. Shunting signals and Calling-on signals are short auxiliary arms and auxiliary lights placed below the arms of Starters or Advanced Starters and Home signals, respectively; and when "off," authorise an Engine Driver to draw ahead although the arm above is "on."

Use of Siding, Miniature or Dwarf, and Disc signals.

15. Siding, Miniature or Dwarf, and Disc signals are used to control shunting operations in sidings, the movements of trains between sidings and main lines, or between one main line and another. In the case of Siding, Miniature or Dwarf signals the "on" or "danger" position is shown in the day time by a short arm in the horizontal position, and at night by a red light. The "off" or "proceed" position is shown in the day time by the arm being lowered and at night by a green light.

In the case of Disc signals the "on" or "danger" position is shown in the day time by a red disc and at night by a red light.

The "proceed" or "off" position is shown in the day time by the disc being turned "off" and at night by a green light.

Explanation.—Point Indicators are not signals, but are appliances fitted to, and working with, points, to indicate by day or by night the position in which the points are set.

Co-acting signals.

16. (1) Co-acting signals are duplicate signals fixed vertically below ordinary signals, and are provided where, in consequence of the great height of the signal post, or of there being an overbridge or other obstacle, the main arm or light is not in view of the Engine Driver during the whole time that he is approaching it.

(2) Co-acting signals must be fitted at such height that either the main arm or light or the co-acting arm or light may always be visible.

Description of Banner Flag.

17. A Banner Flag is a temporary fixed danger signal consisting of a red cloth supported at each end on a post and stretched across the line to which it refers.

Normal position of fixed signals.

18. (1) The normal position of every fixed signal, except Calling-on signals, shall be "danger."

(2) Every fixed signal shall be so constructed that, in case of failure of any part of its connections, it shall remain at, or return to, its normal position.

Position of signal arms.

19. Signal arms must be placed on the left-hand side of the post as seen by the Driver of any approaching train.

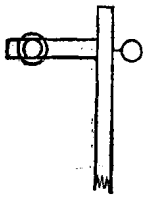
Painting of signal arms.

20. (1) Signal arms must be painted red with a white bar on the side facing trains to which they refer, and white with a black bar on the other side.

(2) On Warning signal arms the said bars must be parallel with the notching.

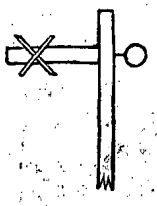
Rings for signal arms.

21. Signal arms referring to lines other than passenger lines must, at places where distinction between signals for passenger lines and signals for other lines is necessary, be distinguished by rings, thus—



Signals out of use.

22. When semaphore signals are not in use, the arms must remain fixed in the "on" position, and must be distinguished by having two crossed bars on them, thus—



Position of fixed signals.

23. Fixed signals shall be fixed on the side of the line on which they can be seen by Drivers of approaching trains, but the left-hand side of the track is to be preferred unless the sighting is greatly interfered with.

Bracket-posts and signal posts when to be used.

24. Unless otherwise permitted by approved special instructions,—

(*a*) where two or more lines diverge, the signals must be fixed on a bracket-post; and

(*b*) where two or more lines converge, the signals must be fixed on separate posts or, where this is not practicable, then on a bracket-post:

Provided that, where the number of signals is considerable, they may be fixed on separate posts or dolls carried on a Signal-bridge provided for the purpose.

Placing of more than one signal on the same post.

25. Not more than one signal referring to trains moving in the same direction (whether on the same track or on separate tracks) shall be placed on the same post, unless—

(*a*) there be only two signals on the post and the lower signal is a Warner fixed from six to seven feet below the other signal, or

(*b*) the lower signal is a Co-acting signal or Calling-on signal fixed at least fifteen feet below the next signal, or

(*c*) the sanction of the Government Inspector has been obtained.

Relation of signals to particular roads.

26. (1) In the case of all bracket or bridge signals, the left-hand signal shall be read as referring to the left-hand road, and the second signal from the left shall be read as referring to the next road from the left, and so on.

(2) Where, with the sanction of the Government Inspector under rule 25, clause (*c*), two or more signals are placed on the same post, the top arm shall be read as referring to the left-hand diverging road, and the second arm shall be read as referring to the next road from the left, and so on.

Distinction between signals.

27. Signals on brackets and bridges shall be distinguished as much as possible by grouping and by making the more important signals higher than the less important signals.

Black-lights.

28. (1) Every fixed signal, the light of which cannot be seen from the point from which the signal is worked, must be provided with a back-light or tell-tale, by which the Station Master may see whether the light is burning or not.

(2) Back-lights of signals must show a small white light when "on," and no light at all in any other position.

(3) When a Warner is used by itself, its fixed green light must show a white back-light.

C.—Hand Signals.

Hand signals how made.

29. A Hand signal shall be made—

by day, by showing a flag or hand, and, by night by showing a light.

Stop signal how given.

30. The Stop signal shall be given –

by day,—

(*a*) by showing a red flag, thus—

or

(*b*) in the absence of flags, by raising both arms with the hands above the head, thus—

and, by night,—

(*i*) by showing a red light; or

(*ii*) in the absence of a red light, by violently waving a white light.

"Proceed with caution" signal when used and how given.

31. The "Proceed with caution" signal must be used when it is intended that a train should proceed slowly, and shall be given—

by day,—

(*a*) by waving a green flag vertically, thus—

or

(*b*) in the absence of flags, by waving one arm in a similar manner, thus—

and,

by night, by similarly waving a green light.

Proceed signal how given.

32. The Proceed signal shall be given—

by day,—

(*a*) by holding a green flag steadily, thus—

or

(*b*) in the absence of flags, by holding out one arm steadily, thus—

and, by night, by holding a green light steadily

Signals for shunting.

33. In shunting operations, signals shall be given as follows:—

(1) *to move away from* the person signalling, a green flag or green light moved slowly up and down.

(2) *to move towards* the person signalling, a green flag or green light moved from side to side across the body.

(3) *to slow down,* the above signals to be displayed slower and slower until the Danger signal is given.

D.—Detonating Signals.

Detonating signals defined.

34. "Detonating" signals (otherwise known as "Fog" signals) are appliances placed on the rails so as to explode with a loud report when an engine passes over them, for the purpose of attracting the attention of Engine Drivers.

Stocks of detonators.

35. (1) All Station Masters, Guards, Engine Drivers, Gangers and Gatemen, and all other railway servants on whom this duty is laid by the Railway Administration, must keep a stock of detonators.

(2) Each Railway Administration shall be responsible for the supply, renewal, periodical testing and safe custody of such detonators, and for ensuring that their use is properly understood.

Placing of detonators in thick or foggy weather.

36. In thick or foggy weather, whenever it is necessary to indicate to the Driver of an approaching train the locality of a signal, two detonators must be placed on the line, by a railway servant appointed by the Station Master in this behalf, about ten yards apart and at least one hundred yards outside the outermost signal of the station.

Placing of detonators in case of obstruction.

37. (1) Whenever, in consequence of an obstruction of a line, it is necessary for a railway servant to show hand danger signals at some place short of such obstruction, he shall put on the line one detonator, halfway out to such place, and three detonators, about ten yards apart, at such place.

(2) If the said railway servant is recalled before the obstruction is removed, he must leave down three detonators and must on his way back pick up the intermediate detonator.

Placing of detonators on a mixed gauge.

38. In all cases where the use of detonators is necessary under these rules, on a mixed gauge, detonators must be placed on one rail of each gauge, or on the rail common to both.

Securing of detonators on the line.

39. Detonators must be placed on the line with the label or brand upwards, and must be secured by bending the clasp round the upper flange of the rail.

Renewal of detonators on the line.

40. Every railway servant placing detonators on the line must see that they are, when necessary, renewed immediately after a train has passed over them.

E.—Signals at Stations.

Obligation to provide fixed signals at stations.

41. The fixed signals prescribed in this sub-chapter shall be provided at every station except—

(*a*) stations between which trains are worked on the One engine only system mentioned in Chapter XI, and

(*b*) stations which are exempted from this rule by approved special instructions.

Inspection of fixed signals.

42. Fixed signals shall not be brought into use until they have been passed by the Government Inspector as being sufficient to secure the safe working of trains.

Minimum equipment of fixed signals.

43. The minimum equipment of fixed signals to be provided for each direction shall be as follows :—

(*a*) at a Class A station—
a Warning signal,
a Home signal, and
a Starting signal ;

(*b*) at a Class B station—
an Outer signal, and
a Home signal ; and

(*c*) at a Class C station—
a Warning signal, and
a Home signal.

Additional fixed signals at Class B stations.

44. Besides the minimum equipment prescribed in rule 43, the following fixed signals must be provided at Class B stations, namely—

(*a*) on a double line—a Starting signal for each direction ;

(*b*) on both a double and a single line—if trains run through at high speed without stopping, a Warning signal, to be fixed below the arm of the Outer signal ; and

(*c*) on a single line worked on the Absolute Block system—if the obstructing of the line outside the facing points in the direction of an approaching train is permitted under rule 110, a Shunting Board (bearing the words "shunting limit" on the side which faces the station, and fitted with a lamp showing a white light in both directions to mark its position by night) or an Advanced Starter, to be fixed at a distance not exceeding two hundred yards from the facing points, to mark the extreme limit up to which such obstructing may be permitted.

Exceptions to rules 43 and 44.

45. Notwithstanding anything contained in rule 43 or rule 44,—

(*a*) if the station is already provided with an Outer signal and a Main signal, the latter may remain in use instead of a Home signal, until the station is interlocked, or until the Government Inspector orders otherwise. At such stations on a double line, trains shall be worked in accordance with approved special instructions ;

(*b*) if the station has only one pair of points on the main line, signals shall be erected, and the station shall be worked, in accordance with approved special instructions ;

(*c*) on any railway where traffic is light and speeds are slow, all signals, except one Stop signal at each station for each direction, may, under the special sanction of the Government Inspector, be dispensed with, the said Stop signal being placed at such point within or outside the station-yard as he may approve, and trains being worked in accordance with approved special instructions ; and

(*d*) on any railway having very light traffic worked by day only, all or any signals may, with the special sanction of the Government Inspector, be dispensed with, trains being worked in accordance with approved special instructions.

Additional fixed signals at stations generally.

46. In addition to the equipment prescribed in rules 43 and 44, such other fixed signals (if any) must be provided at every station as may be necessary for the safe working of trains.

Signals at Class D Stations.

47. At a Class D station a train may be stopped either by hand signals or by a fixed Stop signal for each direction.

F.—Signals at Gates.

Signals at gates.

48. Unless exempted under approved special instructions, every gate which closes across the line at a level crossing must, except when interlocked with station signals, be provided with semaphore signals fixed at an adequate distance from the gate and showing Stop signals both up and down the line when the gates are open for the passage of road traffic.

G.—Working of Fixed Signals.

Fixed signals generally.

49. (1) Subject to the provisions of Rule 18, fixed signals must always be kept "on" (that is, at "danger") except when taken "off" (that is, lowered) to allow a train to pass.

(2) No fixed signal shall be taken "off" without the permission of the Station Master.

(3) The Station Master shall not give permission to take signals "off" to admit a train until—

(*a*) all facing points over which the train will pass are correctly set and secured,

(*b*) all trailing points over which the train will pass are correctly set, and

(*c*) the line over which the train is to pass is clear and free from obstructions.

(4) Except in cases of emergency, a signal which has been taken "off" for the passage of a train shall not be placed "on" until the whole of the train which it controls has passed it or, in the case of a Main signal, has arrived at the place at which trains usually come to a stand.

(5) At stations on a single line, except under special instructions where the interlocking or the lay-out of the yard renders a contrary procedure safe, when two or more trains are approaching simultaneously from any direction, the signals for one train only at a time may be taken "off," all other signals being kept "on" until the train for which the signals have been taken "off" has come to a stand at the station or has cleared the station.

Home signals.

50. (1) When a train is approaching a Home signal otherwise than at a terminal station, the signal shall not be taken "off" until the train has first been brought to a stand outside the signal unless—

(*a*) (on a double line) the line is clear for an adequate distance beyond the Starting signal; or

(*b*) (on a single line) the line is clear for an adequate distance beyond the trailing points, or up to the farthest Outer signal, whichever distance is less, or if, allowed by approved special instructions, for an adequate distance beyond the place at which the train is required to come to a stand.

(2) The adequate distance referred to in sub-rule (1) shall be fixed by special instructions, but shall never be less than two hundred yards without the sanction of the Government Inspector.

The Outer signal.

51. (1) The Outer signal shall never be taken "off" to admit a train which has not been brought to a stand outside it, unless the line on which the train is to be received in the station is clear, in the case of a double line, up to the Starting signal, and, in the case of a single line, for an adequate distance beyond the first facing points.

(2) Wnen a train which is booked to run through has to be stopped out of course at a station where Warners are not provided, the Outer signal shall not be taken "off" until the train has been brought to a stand outside it.

(3) The Warner shall never be taken "off" for a train that is booked to stop, or for a train that has to be stopped out of course.

Calling-on signal.

52. A Calling-on signal referring to a running train shall not be placed to "off" until the train has been brought to a stand at the signal below which the Calling-on signal is fixed.

Shunting.

53. (1) The Outer, Home and Main signals and the outermost Starting signal of a station shall not be taken "off" for shunting purposes.

(2) Starting signals, where Advanced Starting signals are provided, must be taken "off" for shunting purposes, except where the arrangement of the interlocking interferes with this practice, in which case Shunting arms must be provided.

H.—Defective Signals.

Duties of Station Master.

54. As soon as the Station Master becomes aware that any signal has become defective or has ceased to work properly, he shall—

(*a*) take measures, either by disconnecting the wire or by other means, to place the signal "on" if it is not already in that position;

(*b*) depute one or more competent railway servants, with such hand signals and detonators as may be required, to give signals at the place where the defective

signal is situated, until the Station Master is satisfied that such signal has been put into proper working order;

(c) if possible, advise the station in rear in order that the Drivers of all approaching trains may be warned; and

(d) report the occurrence to the person who is responsible for the up-keep of the signal.

Use of other signals.

55. (1) If a Warner is out of order, it must be kept in the horizontal position, and Engine Drivers will work to the other signals.

(2) If a Warner on a post by itself is out of order and cannot be kept in the horizontal position, a red hand signal must be shown at the foot of the signal post, and by night the fixed green light must be extinguished; and trains, after having first been brought to a stand, may then be hand-signalled past.

(3) If a Home or Main signal, or a Starter or Advanced Starter, is out of order, the railway servant stationed at the signal must show hand signals in accordance with instructions from the Station Master.

(4) If the Outer signal is out of order, the railway servant stationed at it—

(a) must repeat by hand signal the indication given by the Home signal, or

(b) If the Home signal is also out of order, must repeat the indication given by the hand signal at the Home signal.

Intimation to station when defects remedied.

56. As soon as a defective signal has been put into good working order, the Station Master must intimate the fact to the station which was advised of its being defective.

CHAPTER III.

WORKING OF TRAINS GENERALLY.

Standard time.

57. The working of trains between stations shall be regulated by the standard time prescribed by the Governor-General in Council, which must be sent daily to all the principal stations on the railway.

Adherence to advertised time.

58. No passenger train or mixed train shall be despatched from a station before the advertised time.

Notice of running.

59. No train shall be allowed to run unless previous notice has been given, when practicable, to all stations concerned.

Permission to approach and authority to proceed.

60. (1) No person other than the Station Master may ask for or give permission to approach or give authority to proceed.

(2) An authority to proceed given to a running train shall lapse as soon as the last vehicle of the train has passed—

(a) on a double line, inside the Home signal; or

(b) on a single line,—

(i) inside the Home signal, or

(ii) where there is no Home signal, inside the facing points.

Pushing engine.

61. (1) No engine shall be allowed, outside station limits, to push any train, except in accordance with special instructions and at a speed not exceeding fifteen miles an hour.

(2) Sub-rule (1) shall not apply to an engine assisting in rear of a train.

Engine running tender foremost.

62. (1) A passenger train or a mixed train shall not be drawn outside station limits by an engine running tender foremost, except—

(a) under a written order issued by the authorised officer, or

(b) in a case of unavoidable necessity, to be established by the Engine Driver.

(2) When any such train is so drawn, the speed shall not exceed fifteen miles an hour, or such higher speed, not exceeding twenty-five miles an hour, as may be authorised by approved special instructions.

Guards and brake-vans.

63. (1) Except under special instructions, no engine with vehicles attached shall be despatched from any station without one or more Guards and one or more brake-vans or hand-braked vehicles.

(2) Every Guard must, except under special circumstances, ride in his own brake-van or braked vehicle.

(3) Unless it be otherwise directed by special instructions, one brake-van must be attached to the rear of the train:

Provided that reserved carriages or other vehicles may, under special instructions, be placed in rear of such van.

Means of communication with passengers.

64. No passenger train or mixed train shall be despatched from any station unless it be provided with means by which a Guard can communicate with, or get access to, every passenger carriage in the train.

Explanation.—A goods vehicle in which passengers are carried is not a "passenger carriage" within the meaning of this rule.

Loading.

IX of 1890.

65. (1) No wagon or truck shall be so loaded as to exceed the maximum gross load on the axles fixed under section 53, sub-section (3), of the Indian Railways Act, 1890, or such less load (if any) as may have been prescribed by the Railway Administration.

(2) Except under approved special instructions, no vehicles shall be so loaded as to exceed the maximum moving dimensions prescribed from time to time by the Railway Board.

Couplings.

66. No vehicle that is not furnished with screw couplings or with a central buffer coupling of approved pattern shall be attached to a passenger or mixed train.

Dangerous vehicles.

67. (1) No vehicle which has been off the line shall be allowed to run between stations until it has been examined and passed by a competent Carriage and Wagon Examiner:

Provided that, in case of a derailment between stations, the Engine Driver may, if he considers it safe to do so, take slowly to the next station a vehicle that has been off the line.

(2) If a guard or Station Master has reason to apprehend danger from the condition of any vehicle on a train before it can be inspected by a Carriage and Wagon Examiner, the Engine Driver shall be consulted, and, if he so requires, the vehicle shall be detached from the train.

Travelling cranes.

68. When attaching a travelling crane to a train, the Guard in charge of the train must see that the jib is properly lowered and secured, and that the cane is, if practicable, so placed that the jib will point towards the rear.

Dummy truck.

69. When the jib of a travelling crane projects beyond its truck, or when the load in a truck projects to an unsafe extent beyond the end of the truck, an additional truck shall be attached, to act as a dummy.

Private engines and vehicles.

70. No engine or other vehicle, the property of a private owner, shall be allowed to enter upon the railway, except in accordance with special instructions.

Train-lights.

71. At night, and in thick or foggy weather,—

(1) no train shall be worked outside station-limits unless it has—

(*a*) the head-lights prescribed by the Railway Administration; and

(*b*) in the case of an engine with vehicles attached, at least one red tail-light and two side-lights showing red towards the rear and white towards the engine; and

(*c*) in the case of a single engine without vehicles attached, at least one red tail-light; and

(*d*) in the case of two or more engines coupled together without vehicles attached, at least one red tail-light affixed to the rear engine;

Exception.—Where trains may run in the same direction on parallel lines the side-lights may be arranged in accordance with special instructions.

(2) no engine shall be employed in shunting within station limits or in a siding unless it has the head-lights and tail-lights prescribed by the Railway Administration; and

(3) when a train has been shunted for a following train to pass, the tail-light and side-lights must be dealt with in accordance with instructions given by the Railway Administration.

Tail-board or tail-lamp.

72. In order to indicate by day to the staff that a train is complete, the last vehicle must be distinguished by affixing to the rear of it either a tail-board, a tail-lamp, a red flag or such other device as may be authorised by special instructions.

Limits of speed generally.

73. Every train must be run on each section of the line within the limits of speed sanctioned for that section by special instructions.

NOTE.—The sectional speed sanctioned shall be shown in the Working Time-table, a copy of which shall be supplied on issue to the Government Inspector.

Limit of speed through facing points.

74. No train shall be run through facing points at a speed exceeding ten miles an hour, or such lower rate as may be prescribed by special instructions:

Provided that, if the points are interlocked with a fixed signal, or are locked in a manner approved by the Government Inspector, trains may run over them at such speed as may be approved by the Government Inspector.

Protection and working of points.

75. Where there are points in the main line at a place which is not a station, provision for the protection of such points, by signals or otherwise, and for working them, shall be made in order to secure the safe working of trains to the satisfaction of the Government Inspector.

Care of facing points when train runs through station without stopping.

76. When a train is to run, without stopping, through any station that is not interlocked, the Station Master of that station, or some railway servant appointed in this behalf by special instructions, must proceed to the facing points and satisfy himself that all facing points over which the train will pass are properly set and locked.

Working of ballast trains.

77. A ballast train may be worked only with the permission of the Station Master on each side and in accordance with special instructions.

Warning before moving a ballast train.

78. Before a ballast train is moved, the Engine Driver must give two clear whistles at an interval of half a minute, as a warning to the coolies that the train is about to move.

Protection of ballast train when stabled.

79. When a ballast train with coolies is stabled at a station for the night, it must be protected in the following manner:—

(1) the Guard in charge of the train must see that all necessary points connected with the siding on which the train is stabled are correctly set against the train, and must then inform the Station Master, and, until the train is ready to start,—

(*a*) if the station is not interlocked—must padlock all necessary points connected with the siding on which the train is stabled and keep the keys in his possession; or

(*b*) if the station is interlocked—must tie a red flag on the lever-handle working the points; and

(2) when under clause 1 (*b*) a red flag has been affixed, the Station Master must take steps to ensure that the lever is not worked until the said Guard has removed the flag.

Control of shunting.

80. Shunting operations shall be controlled by Semaphore signals, Shunting signals, Siding signals, Miniature signals, Dwarf signals, Disc signals or Hand signals, or by verbal directions, as occasion may require.

Moving of vehicles so as to obstruct running road.

81. No vehicle shall be moved so as to foul or obstruct any running road unless the previous sanction of the Station Master has been obtained.

Shunting on steep gradient.

82. When any vehicle is being shunted on a steep gradient, the railway servant in charge of the operation must see that a sufficient number of brakes are put on, that sprags or hand-scotches are used when necessary, and that all necessary precautions are taken to prevent the vehicle getting out of control.

Loose shunting.

83. Loose shunting of, or against, vehicles containing passengers, explosives or live-stock is prohibited.

Double lines.

84. Where there is a double line, every train must, unless special instructions otherwise provide, be run on the left-hand line;

Provided that, if one of the lines should be blocked so as to necessitate single-line working, such special instructions as may be necessary shall immediately be issued for establishing single-line working.

85. In case of accident to the line or to any train, or of failure or interruption of electric connections, trains must be worked between stations in accordance with special instructions.

Working in case of accident or failure of electric connections.

TRAINS STOPPED BETWEEN STATIONS BY ACCIDENT, FAILURE OR OBSTRUCTION.

86. When a train is stopped between stations, the Guard in charge of the train must, unless the stoppage will only be one for a few minutes, immediately ascertain the cause; and, if the stoppage is other than incidental or authorised, and if he finds that through accident or for any other reason the train cannot proceed, the following action shall be taken, namely:—

Train stopped between stations.

(1) the said Guard must immediately either himself go back or send a qualified person back, to protect the train;

(2) the person so going back to protect the train must plainly show his hand Danger signal to stop any approaching train, and in addition to his hand signals must take detonators (to be used by day as well as by night), and must place them upon the line on which the stoppage has occurred, as follows, namely:—

(*a*) one detonator, three-eighths of a mile from his train, to be placed on the way out; and

(*b*) three detonators, ten yards apart, not less than half a mile from his train, or at such distance as has been fixed by special instructions;

and must also continue to show his hand Danger signal, to stop any approaching train, until he is recalled;

(3) when such person is recalled, he must leave down three detonators, and must on his way back pick up the intermediate detonator;

(4) the Engine Driver must at once show a Danger signal to the front, and must proceed to protect the train in front in the manner prescribed in clauses (2) and (3), either by going himself or by sending his Fireman or some other qualified person;

(5) if the stoppage has occurred on a double line, the Danger signal hereinbefore referred to must be shown on both lines; but, if it be subsequently found that the unoccupied line is not obstructed, the said Danger signal may be removed.

87. If the engine is for any reason unable to proceed, the Guard in charge of the train shall send advice to the nearest station, stating the nature and cause of the accident, and, if assistance has been asked for, he shall not allow the engine or any portion of his train to be moved until such assistance arrives, provided that if the train is subsequently able to move, it may do so at walking pace, but not unless a man has been sent with hand signals and detonators to protect the train, such man keeping at least a quarter of a mile in advance of the train, the other end of the train being protected in a similar manner.

Sending advice of accident or breakdown.

88. If any light engine should, while on the line outside station limits, be unable to proceed, the Engine Driver must see that the precautions prescribed by rule 86 are taken for the protection of the engine, both in front and rear, employing the Fireman or some other competent person to assist him.

Light engine stopped on line.

89. (1) If any portion of a train should, while in motion, become detached,—

Train parting.

(*a*) the Engine Driver must use his judgment to keep the front portion in motion if possible until the rear portion has been brought to a stand, so as to avoid the chance of a collision between the two portions, and

(*b*) the Guard or Guards in the rear portion must promptly apply their brakes and do all they can to prevent a collision with the front portion.

(2) As soon as the rear portion of the train has been brought to a stand, the Guard in charge of the train must protect that portion, in accordance with rule 86, both in front and rear.

90. (1) When a train, stopped between stations, has to be divided in consequence of an accident or the inability of the engine to take the whole train forward, the Guard in charge of the train must, before uncoupling, put down the brakes, and must, if necessary, otherwise carefully secure the rear portion of the train to ensure its remaining stationary.

Portion of train left on line.

(2) If the engine is capable of proceeding either with or without vehicles, the said Guard shall give permission to the Engine Driver to uncouple and proceed to the next station, and may, if he thinks fit, give him written instructions to return on the same line.

(3) When the said Guard has taken action under sub-rule (2), he must immediately take steps to protect the rear portion of his train in accordance with rule 86.

(4) At night, or in thick or foggy weather as soon as the engine, whether with or without vehicles, is drawn forward, the said Guard must see that a white light is shown on the front vehicle of the rear portion of the train.

(5) When the front portion of the train is taken forward, the Fireman, or, if there are two Guards with the train, the second Guard must, if it is practicable and safe to do so, ride upon the last vehicle of the said front portion of the train until it reaches the next station; but no tail-lamp or tail-board shall be placed on it.

(6) When, under the written instructions referred to in sub-rule (2), the engine is to be brought back, the Guard in charge of the train must, until the arrival of the engine, continue to take the precautions prescribed in rule 86, for the protection in rear of the portion of the train left on the line, and shall not permit a following train to move any of the vehicles under his charge.

(7) The Engine Driver shall not bring his train back on the same line unless he has received written instructions, under sub-rule (2), from the Guard in charge of the train to do so.

(8) If there is a double line, the Engine Driver may, under instructions from the Station Master, take the train back on the proper line according to the system of working until he can cross on to the line on which he has left the rest of his train, and may then proceed by that line; and, after attaching the engine, must work the train to the station to which he is directed.

(9) When moving in the wrong direction on a double line under the written instructions referred to in sub-rule (2), the Engine Driver must proceed cautiously, travel at reduced speed, and make frequent use of the engine whistle.

CHAPTER IV.

SYSTEMS OF WORKING.

Systems of working.

91. (1) All trains working between stations must be worked on one or other of the following systems, namely:—

(*a*) Absolute Block;

(*b*) Section Clear;

(*c*) Line Clear and Caution Message;

(*d*) Following Trains;

(*e*) Train-staff and Ticket;

(*f*) Pilot Guard; or

(*g*) One engine only.

(2) The Absolute Block system alone shall be used on every railway except any railway or portion of a railway on which the Railway Board may expressly sanction the use of any other system mentioned in sub-rule (1).

CHAPTER V.

THE ABSOLUTE BLOCK SYSTEM.

Essentials of the Absolute Block system.

92. (1) Where trains are worked on the Absolute Block system,—

(*a*) no train shall be allowed to leave a station unless permission to approach has been received from the station ahead, and

(*b*) such permission shall not be given unless the line is clear, not only up to the first Stop signal at the station at which such permission is given, but also for an adequate distance beyond it.

(2) The distance referred to in clause (1) (*b*) shall not be less than one quarter of a mile, unless otherwise directed by special instructions.

Class A Stations—Double lines.

Conditions under which permission to approach may be given.

93. The line shall not be considered clear, and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has arrived,

(*b*) all signals have been put back to "on" behind the said train,

(*c*) the line on which it is intended to receive the incoming train is clear up to the Starting signal, and

(*d*) all points have been correctly set for the admission of the train on the said line.

Obstruction when train is approaching.

94. When permission to approach has been given, no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, up to the Starting signal.

Obstruction outside Home signal, when block-section is clear.

95. If, when the block-section is clear, it becomes necessary to obstruct the line outside the Home signal, the line must be blocked back.

Obstruction outside last Stop signal, when block-section is clear.

96. If, when the block-section is clear, it becomes necessary to obstruct the line outside the last Stop signal,—

(*a*) either a shunting-arm (which may for this purpose be provided on the post of the last Stop signal) must be taken "off," or a written shunting order must be given to the Engine Driver, and

(*b*) the line must be blocked forward.

Obstruction when block-section is occupied by train travelling away from the station.

97. If the block-section is occupied by a train travelling in the section away from the station at which shunting operations have to be performed, such shunting shall be permitted only under either of the conditions prescribed in clause (*a*) of rule 96; and, as soon as intimation has been received that the train has arrived at the station ahead, the line must be blocked forward, if it is still obstructed by the shunting.

Thick or foggy weather.

98. In thick or foggy weather, a train waiting for an authority to proceed shall not be allowed to draw out to a Starting signal in an advanced position, or up to an Advanced Starting signal.

Class A Stations—Single lines.

Conditions under which permission to approach may be given.

99. The line shall not be considered clear, and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has arrived,

(*b*) all signals have been put back to "on" behind the said train,

(*c*) the line on which it is intended to receive the incoming train is clear up to the Starting signal, and

(*d*) all points have been correctly set for the admission of the train on the said line.

Obstruction when train is approaching,

100. When permission to approach has been given, no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, up to the Starting signal which controls the train.

Shunting.

101. The block-section shall not be obstructed for shunting purposes, unless—

(*a*) the Station Master has received a permission to approach from the Station Master at the opposite end of the section, or

(*b*) the section has been blocked back, or is occupied by a train travelling away from the station at which the shunting is to be performed, and

(*c*) the Engine Driver or other person in charge of the shunting operations has received distinct orders from the Station Master to shunt in a manner directed by special instructions.

Thick or foggy weather.

102. In thick or foggy weather, a train waiting for an authority to proceed shall not be allowed to draw out to a Starting signal in an advanced position, or up to an Advanced Starting signal.

Class B Stations—Double lines.

Conditions under which permission to approach may be given.

103. The line shall not be considered clear, and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has passed inside the Home signal,

(*b*) the Home and Outer signals have been put back to "on" behind the said train, and

(*c*) the line is clear up to the Home signal.

Obstruction when train is approaching.

104. When permission to approach has been given, no obstruction of the line outside the Home signal shall be permitted; but shunting between the Home signal and the last Stop signal of the station may go on continuously, provided the necessary signals are kept "on."

Obstruction outside Home signal, when block-section is clear.

105. If, when the block-section is clear, it becomes necessary to obstruct the line outside the Home signal, the line must be blocked back.

Obstruction outside last Stop signal, when block-section is clear.

106. If, when the block-section is clear, it becomes necessary to obstruct the line outside the last Stop signal,—

(*a*) either a shunting-arm (which may for this purpose be provided on the post of the last Stop signal) must be taken "off," or a written shunting order must be given to the Engine Driver, and

(*b*) the line must be blocked forward.

Obstruction when block-section is occupied by train travelling away from the station.

107. If the block-section is occupied by a train travelling in the section away from the station at which shunting operations have to be performed, such shunting shall be permitted only under either of the conditions prescribed in clause (*a*) of rule 106; and, as soon as intimation has been received that the train has arrived at the station ahead, the line must be blocked forward, if it is still obstructed by the shunting.

Thick or foggy weather.

108. In thick or foggy weather a train waiting for an authority to proceed shall not be allowed to draw out to a Starting signal in an advanced position, or up to an Advanced Starting signal.

Class B Stations—Single lines.

Conditions under which permission to approach may be given.

109. The line shall not be considered clear, and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has passed within the Home signal, or in the case of a Main signal, has arrived at the place at which trains usually come to a stand,

(*b*) the Home (or Main) signal has been put "on," and

(*c*) the line is clear—

(*i*) to the Shunting Board or Advanced Starter (if any), at that end of the station nearest the expected train, or

(*ii*) to the Home signal, if there is no Shunting Board or Advanced Starter, or

(*iii*) to the facing points, if there is no Shunting Board or Advanced Starter and no Home signal.

Obstruction in the face of an approaching train.

110. Obstructing the line, outside the facing points, in the direction of an approaching train whether a Shunting Board or an Advanced Starter is provided or not, shall be permitted only under special instructions which take into consideration the speed, weight and brake-power of trains, the gradients, the position of the Outer signal and the distance from which that signal can be seen by the Driver of an approaching train.

Obstruction within station section.

111. If the special instructions referred to in rule 110 are obeyed, and if the necessary signals are kept "on," shunting may be carried on continuously either—

(*a*) between the Shunting Boards or Advanced Starters (if any), or

(*b*) between the Home signals, if there are no Shunting Boards or Advanced Starters, or

(c) between the outermost facing points, if there are no Home or Starting signals or Shunting Boards.

Obstruction outside station section.

112. Obstructing the line between the station section and the outer signal shall not be permitted unless a railway servant specially appointed in this behalf by the Station Master is in charge of the operation, and unless—

(a) the block section into which the shunting is to take place is clear of an approaching train ; or

(b) if an approaching train has arrived at the Outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stand at that signal :

Provided that the line may not be obstructed under clause (b) in thick or foggy weather, or in any case, unless authorised by special instructions.

Obstruction outside the Outer signal.

113. Obstructing the line outside the Outer signal is prohibited unless the line has been blocked back.

Class C. Stations.—Double and single lines.

Conditions under which permission to approach may be given.

114. The line shall not be considered clear, and permission to approach shall not be given, unless—

(a) the whole of the last preceding train has passed at least a quarter of a mile beyond the Home signal and is continuing its journey, and

(b) the Home and Warning signals have been put back to the "on" position.

CHAPTER VI.

THE SECTION CLEAR SYSTEM.

Essentials and application of the Section Clear system.

115. (1) Where trains are worked on the Section Clear system,—

(a) no train shall be allowed to leave a station unless permission to approach has been received from the station ahead, and

(b) such permission shall not be given unless the line is clear up to the first Stop signal of that station.

(2) The said system is applicable only to Class B stations; and to single lines only, unless otherwise authorised by approved special instructions.

Class B Stations—Single lines.

Conditions under which permission to approach may be given.

116. The line shall not be considered clear, and permission to approach shall not be given, unless—

(a) the whole of the last preceding train has either passed inside the facing points or arrived at the place at which trains usually come to a stand,

(b) the Outer signal has been put back to "on" behind the said train, and

(c) the line is clear up to the Outer signal.

Obstruction between the Outer signals.

117. (1) Shunting shall not be carried on between the Outer signals, unless—

(a) the said signals are kept "on"; and

(b) after permission to approach has been given for a train, the line between the facing points and the Outer signal, in the direction from which the train will approach, is cleared not less than fifteen minutes before the expected arrival of the train, and is kept clear until the train has arrived or until it has been brought to a stand at the Outer signal.

(2) Subject to the provisions of clause (b) of sub-rule (1), obstructing the line between the facing points and the Outer signal, in face of an approaching train after intimation has been received that such train has entered the block-section, is prohibited, unless—

(i) the weather is clear;

(ii) the time allowed for the run of the train is more than twenty minutes;

(*iii*) the Station Master has personally satisfied himself that the Outer signal is clearly showing "danger" in the direction of the approaching train; and

(*iv*) if the train has arrived at the Outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stand at that signal.

Obstruction outside the Outer signal.

118. Obstructing the line outside the Outer signal is prohibited unless the line has been blocked back.

CHAPTER VII.

THE LINE CLEAR AND CAUTION MESSAGE SYSTEM.

Essentials of the Line Clear and Caution Message system.

19. Where trains are worked on the Line Clear and Caution Message system, no train shall be allowed to leave a station, unless—

(*a*) permission to approach has been obtained by telegram from the station ahead, and

(*b*) the Engine Driver has been given a written authority to proceed, certifying that the line on which he has to travel is either—

(*i*) absolutely clear of trains; or

(*ii*) occupied only by trains running in the same direction at time intervals.

Conditions under which permission to approach may be given.

120. Such permission to approach shall not be given, unless, either—

(1) the line on which the train is to travel is absolutely clear of trains and all other known obstructions up to the Outer signal, and the whole of the last preceding train has passed inside the facing points or has arrived at the place at which trains usually come to a stand, or

(2) the line, outside the facing points, on which the train is to travel, is occuppied only by a train running in advance in the same direction, at an adequate interval of time, and a line has been prepared in the station for the reception of the train running in advance.

Nature of the authority to proceed.

121. (1) In case (1) of rule 120, the authority to proceed referred to in rule 119 shall be a Line Clear Certificate stating that the line is clear.

(2) In case (2) of rule 120, the said authority to proceed shall be a Caution Certificate stating—

(*a*) that the line is occupied only by a train running in advance in the same direction at a stated interval of time; and

(*b*) the time of the departure of the said train, and the place at which it will next stop.

Restrictions on grant of authority to proceed.

122. An authority to proceed shall not be granted at any station in case (2) of rule 120—

(*a*) if the train which is to follow a train running in advance is to be allowed to run at more than thirty miles an hour, or

(*b*) if the distance to the station ahead is less than five miles, or

(*c*) except in accordance with special instructions, unless the train running in advance has left the station at least fifteen minutes previously, or at such greater interval as may enable the said train at its booked speed to reach the next station at least fifteen minutes before the following train at its booked speed can do so.

Delivery of authority to proceed to Engine Driver or Guard.

123. (1) Every authority to proceed shall be delivered by the Station Master, or by some railway servant appointed in this behalf under special instructions,—

(*a*) to the Engine Driver, if the train runs through the station without stopping, or

(*b*) to the Guard in charge of the train, if the train stops at the station.

(2) When an autohrity to proceed is delivered to the Engine Driver under clause (1) (*a*) of this rule, a duplicate shall be given to the said Guard.

(3) When an authority to proceed is delivered to the said Guard under clause (1) (*b*) of this rule, it must be either—

(*i*) handed personally by the Guard to the Engine Driver, or

(*ii*) countersigned by the Guard, and then handed to the Engine driver either by the Station Master or by some railway servant appointed in this behalf by special instructions.

(4) An authority to proceed shall not be handed to the Engine Driver under sub-rule (3)—

(*i*) until the train is nearly ready to start, or

(*ii*) if the train is waiting to pass another train—until the whole of the latter train has come in and is clear of the running road for the former train.

Responsibilities as to proper preparation of authority to proceed.

124. (1) When an authority to proceed is delivered to the Engine Driver under clause (1) (*a*) of rule 123, the Station Master must see—

(*a*) that it is properly filled up,

(*b*) that the date and time of the receipt of the line-clear or caution telegram upon which it is based are noted thereon,

(*c*) that it applies to the particular train to which such telegram refers, and

(*d*) that it is signed in full and in ink.

(2) When an authority to proceed is delivered to the Guard in charge of the train under clause (1) (*b*) of rule 123, he must, before it is handed to the Engine Driver, satisfy himself on the several points mentioned in sub-rule (1) of this rule.

(3) Whether the train stops or runs through a station, the Engine Driver must satisfy himself, so far as he may be able to do so, on the several points mentioned in sub-rule (1) of this rule, and if he finds that any of them are not complied with, he must not proceed with his train until the mistake or the omission is rectified.

Obstruction in face of approaching train followed by another train.

125. Obstructing the line outside the facing points in face of an approaching train followed by another train for which a permission to approach has been given, is prohibited.

Obstruction when approaching train is not followed by another train.

126. At a station where an approaching train is not being followed by another train, shunting shall not be carried on except—

(*a*) in accordance with rule 117; or

(*b*) where the special instructions referred to in rule 110 are obeyed, and the necessary signals are kept "on," then in accordance with rules 112 and 113.

CHAPTER VIII.

THE FOLLOWING TRAINS SYSTEM.

Essentials of the Following Trains system.

127. Where trains are worked on the Following Trains system, they may be despatched from one station to the next, following each other in succession in the same direction on the same line at such intervals of time as may be prescribed by special instructions, until it has been mutually arranged by telegraph between the Station Masters at either end of the section that such succession is to cease.

Introduction of the Following Trains system.

128. The Following Trains system may, notwithstanding anything contained in rule 91, be introduced in case of emergency when specially ordered by the authorized officer.

Conditions precedent to working of trains on the Following Trains system.

129. Trains shall not be worked on the Following Trains system unless the Station Master of the station ahead has telegraphed his readiness to receive the trains, and has given his assurance that no train will be allowed to leave his station for the station from which the Following Trains are to be despatched until the latter have all arrived at his station and until he has received permission to despatch trains in the opposite direction.

Conditions to be observed in working trains.

130. When the Following Trains system is adopted, the following conditions must be observed, namely,—

(*a*) no train shall be allowed to start until the Engine Driver has been given a written authority to proceed and a written acknowledgment thereof has been obtained from him, the train being stopped for the purpose, if not booked to stop;

(*b*) the authority to proceed shall state the time of the actual departure of the preceding train, the place at which it is next to stop, and the speed at which it is to run;

(*c*) the Engine Driver and Guard of each preceding train must have been informed of the fact that a train will follow, and of the probable period which will elapse before the following train will be allowed to start;

(*d*) a train shall not be allowed to follow another from a station unless there has elapsed since the departure of the previous train, an interval of not less than fifteen minutes, or such shorter interval (if any) as may be fixed by special instructions;

(*e*) all the trains shall be timed to run at the same speed, and such speed shall not exceed fifteen miles an hour, except under special instructions;

(*f*) no shunting shall be carried on between the Outer signal and the facing points while following trains are approaching;

(*g*) the actual time of the departure of each train must at once be intimated by telegraph to the station ahead, and the actual time of arrival of each train must at once be intimated to the station in rear; and

(*h*) the number of following trains running at the same time between any two stations shall not be more than one for each three miles of station interval; and, unless permitted by special instructions, shall never exceed four, whatever may be the length of the station interval.

Report of orders and special instructions.

131. When any order is given under rule 128, and when any special instructions are issued under rule 130, the same must immediately be reported by telegram to the Government Inspector.

Application of certain rules.

132. Rules 123 to 125 shall apply to working on the Following Trains system.

Cessation of working on the Following Trains system.

133. When it is intended that no more following trains shall be despatched in the same direction, the Station Master shall intimate such intention by telegraph to the station ahead, after which no more trains in either direction may be despatched between the two stations until the last train has arrived at the station ahead and the line has been cleared between the two stations.

CHAPTER IX.

THE TRAIN-STAFF AND TICKET SYSTEM.

Essentials of the Train-staff and Ticket system.

134. Where trains are worked between two stations on Train-staff and Ticket system,—

(*a*) a single Train-staff must be kept at one of such stations, and

(*b*) no train shall be permitted to start from either of such stations to the other unless the said Train-staff is at the stations from which the train starts and has either been handed to or shown to the Engine Driver by the Station Master when giving such permission.

System where applicable.

135. Trains may be worked on the Train-staff and Ticket system only when the line is single and only between such stations as have been declared by special instructions to be staff-stations.

General conditions.

136. Trains shall not be allowed to follow one another in the same direction between staff-stations, unless the Engine Driver has been properly warned of the time of departure of the preceding train and of the place at which it will next stop, and

(1) in the case of a passenger train to follow a goods train, or a goods train to follow a slow passenger train, an interval of fifteen minutes (or, if the distance to the next station in advance exceeds ten miles, such longer interval as is prescribed by special instructions) has elapsed since the departure of the preceding train, and

(2) in any other case, either—

(*i*) it has been ascertained that the preceding train has arrived at the next station in advance, or

(*ii*) an interval of ten minutes has elapsed since the departure of the preceding train.

Engine Driver to have staff or ticket.

137. No train shall be started from a station unless the Engine Driver has in his possession to be carried with him on the journey, either the Train-staff or a Train-staff Ticket, for the section of the line over which the train is about to travel.

Staff or ticket by whom to be delivered to Engine Driver.

138. The Train-staff or Train-staff Ticket shall be delivered to the Engine Driver by the Station Master or by some railway servant appointed in this behalf by special instructions.

Staff or ticket when to be delivered to Engine Driver.

139. (1) When no other train is intended to follow before the Train-staff will be required for a train running in the opposite direction, then, subject to the provisions of sub-rule (3), the Train-staff shall be delivered to the Engine Driver.

(2) When other trains are intended to follow before the Train-staff can be returned, then subject to the provisions of sub-rule (3), a Train-staff Ticket, indicating that the Train-staff is following, shall be delivered to the Driver of each train except the last; and the Train-staff shall be delivered to the Driver of the last train.

(3) When a train is assisted by a second engine in the rear, a Train-staff Ticket shall be delivered to the Driver of the front engine and the Train-staff shall be delivered to the Driver of the rear engine:

Provided that, if both the engines attached to the train are to travel over the entire length of line to which the Train-staff applies, and the train is to be followed by other trains, a Train-staff Ticket shall be delivered to the Driver of each of the engines attached to the first-mentioned train.

(4) When a train is assisted by a second engine in the front, the Train-staff or a Train-staff Ticket, as the case may be, must be delivered to the Driver of the leading engine.

(5) When a ballast train has to stop between stations, the Train-staff shall be delivered to the Engine Driver.

(6) The Train-staff or a Train-staff Ticket shall not be delivered to the Driver of any train until the train is ready to start.

(7) The Engine Driver shall not accept a Train-staff Ticket unless he sees the Train-staff at the same time in the possession of the person who delivers the ticket to him.

Staff to be kept on engine.

140. When the Train-staff is delivered to the Driver of a train, he shall place it in a conspicuous place provided for the purpose on the engine.

Trains not to be started until staff returned.

141. When the Train-staff has been taken away from a station by the Driver of a train, no other train shall be started from that station to follow the first-mentioned train until the Staff has been returned to the station.

Staff or ticket to be given up, and ticket to be cancelled, on arrival of train.

142. (1) Upon the arrival of a train at the station to which the Train-staff or a Train-staff Ticket extends, the Engine Driver must immediately give the Staff or Ticket to the Station Master, or to some railway servant appointed by special instructions to receive it.

(2) The person to whom any such ticket is so delivered must immediately cancel the same.

Procedure when engine is disabled.

143. (1) If an engine which carries the Train-staff breaks down between two stations, the Fireman must take the Staff to the staff-station in the direction whence assistance can best be obtained, in order that the Staff may be available at the station for delivery to the Driver of the assisting engine.

(2) If an engine which carries a Train-staff Ticket breaks down between two stations, assistance must ordinarily be obtained only from the station at which the Train-staff has been left. But if assistance can more readily be obtained from another station in the opposite direction, immediate steps must be taken to have the Staff transferred to the other end of the section.

(3) Whenever an engine has broken down between two stations, the Fireman must accompany the assisting engine to the spot.

Tickets how kept.

144. Train-staff Tickets must be kept in a ticket-box provided for the purpose and fastened by an inside spring, the key to open the box being the Staff to which the tickets apply.

145. The Train-staff, when at a station, shall not be left in the box, but must be kept by the Station Master in safe custody.

Train-staff how kept.

Distinguishing marks on staff tickets and boxes.

146. (1) Each Train-staff must have shown upon it the name of the staff-station at each end of the portion of line to which it applies.

(2) The Train-staffs and Train-staff Tickets and boxes for the different portions of the line must be distinguished by different colours.

(3) "Up" and "down" Train-staff Tickets must also have distinguishing marks.

Form of ticket.

147. Every Train-staff Ticket shall be in the following form :—

Ticket No..... .....Railway.

TRAIN-STAFF TICKET.

DOWN (*or* UP).

Train No.....

.....h.....m. From.....to.....

TO ENGINE DRIVER AND GUARD.

You are authorised to proceed from

.....

to

.....

and the Train-staff will follow.

Train No.....in front left.....h.....m

Signed.....,

Station Master at.....

Date.....

(*Back of ticket.*)

The Engine Driver shall not accept this Ticket unless he sees the Train-staff for the portion of line which he is about to enter.

This ticket is to be given up by the Engine Driver immediately on arrival to the Station Master or other person authorised to receive it, and such person must immediately cancel it.

Record of tickets issued.

148. The Station Master must keep a record in a book of each Train-staff Ticket issued, showing the number of each ticket and the particular train for which it was issued.

CHAPTER X.

THE PILOT GUARD SYSTEM.

Essentials of the Pilot Guard system.

149. Where trains are worked on the Pilot Guard system,—

(*a*) a railway servant (hereinafter called a Pilot Guard) must be specially deputed to pilot trains, and

(*b*) no train shall be allowed to leave a station except under the personal authority of the Pilot Guard.

System where applicable.

150. Trains may be worked on the Pilot Guard system—

(*a*) on short branch lines having a single line of rails, or

(*b*) on lines to which the application of the system is authorised by special instructions.

General conditions.

151. Trains shall not be allowed to follow one another in the same direction between stations, except under the conditions prescribed in rule 136.

Pilot Guard's dress or badge.

152. The Pilot Guard must be distinguished by a red dress or badge.

Pilot Guard to accompany train or give authority to proceed.

153. (1) No train shall be started from a station unless the Engine Driver sees that it is accompanied by, or that the authority to proceed is given personally by, the Pilot Guard wearing the dress or badge prescribed by rule 152.

(2) The Pilot Guard must accompany every train :

Provided that, when it is necessary to start two or more trains from one end of the line before a train has to be started from the other end, the Pilot Guard shall accompany only the last of such trains and shall personally give the authority to proceed for the preceding trains.

(3) When accompanying a train, the Pilot Guard must ride on the foot-plate of the engine.

Pilot Guard's tickets.

154. (1) When the Pilot Guard does not accompany a train, he shall deliver to the Guard in charge (or, if there be no Guard in charge, to the Engine Driver) a Pilot Guard's ticket (on a printed form, where such are provided), properly filled up and signed, as the authority to proceed.

(2) Every such ticket shall apply only to the single journey to the station named on it.

(3) If the train is in charge of a Guard, he shall, before the train is started, deliver the ticket to the Engine Driver.

(4) Immediately on the arrival of the train, the Engine Driver shall deliver the ticket to the Station Master, who shall at once cancel it.

CHAPTER XI.

THE ONE ENGINE ONLY SYSTEM.

Essentials of the One engine only system.

155. Where trains are worked on the One engine only system, only one engine in steam, or two or more engines coupled together, shall be allowed on the line at one and the same time.

Application of the One engine only system.

156. Trains may be worked on the One engine only system, only on short branch railways having a single line of rails.

Procedure in case of accident.

157. (1) If a train becomes disabled and requires assistance, or if an accident occurs which renders it impossible for the engine (or, if two or more engines are coupled together, for either or both of such engines) to proceed, the Guard in charge of the train must instruct the Engine Driver to keep the engine stationary until his return, and must then proceed to the station from which assistance can best be obtained, and must inform the Station Master there of the circumstances.

(2) Such Station Master may then allow another engine to enter the line.

(3) Such other engine must be accompanied by the Guard in charge of the disabled train, who must explain to the Engine Driver where, and under what circumstances, the disabled train is situated.

(4) Such Guard shall be responsible for the safe and proper working of the line until each engine has left it and it is again clear.

(5) If there be no Guard in charge of the disabled train, the Fireman, or, if necessary, the Engine Driver, must perform the duties imposed by this rule on the Guard.